INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

S-E-C-R-E-T

50X1-HUM

COUNTRY Rumania

SUBJECT The URA Aircraft Plant in Bacau

REPORT

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THIS IS UNEVALUATED INFORMATION. SOURCE GRADINGS ARE DEFINITIVE. OF CONTENT IS TENTATIVE.

1. In 1954 the URA aircraft plant in Bacau began operation. It employs approximately 1,150 workers, of whom about 100 are engineers. The plant is considered a military installations and has an air force unit 50X1-HUM Air force officers are, in practice, the directors of the plant and the landing strip adjacent to the plant is manned by air force ground crews. 50X1-HUM

2. The plant has three main duties:

   a. Assembly of jet aircraft using parts imported from the USSR and the CSR and parts manufactured at the plant;

   b. Repair of jet aircraft of the Rumanian Air Force;

   c. Maintenance of aircraft belonging to the local air base.

3. The parts that are shipped from the USSR come via Iasi and are packed in large crates 50X1-HUM The CSR supplies smaller parts (gauges, etc.), which are sent in small wooden boxes. The parts which the plant itself produces are relatively unimportant, usually minor joints, and most of the work consists of adapting and fitting the imported components. 50X1-HUM

4. Until recently the plant has assembled only MIG-17's, the work on MIG-15's having been discontinued several years ago. (production figures lacking) The planes are painted with a special paint and then covered with a special lacquer. Very recently, one aircraft was seen. 50X1-HUM

5. Three types of maintenance are carried out in the Rumanian Air Force:

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STATE	X	ARMY	X	NAVY	X	AIR	X	NSA	X	OCR		ORR EV	X	

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a. Current maintenance, executed by crews of technicians from the URA plant who travel to the air-bases and are assisted on the spot by the local ground crews;

b. Intermediate repairs, executed after 100 to 150 flying hours and only at the URA plant or at the air force workshops at Pipera near Bucharest;

c. General overhaul, after about 300 flying hours and carried out at the URA plant only.

6. The Pipera workshops can handle one or two planes a month for intermediate repairs whereas the URA plant is capable of carrying out intermediate repairs on two or three aircraft and general overhauls on a similar number per month, so that an average of five aircraft pass through the plant each month.

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7. MIG-19's are stationed at the Devesel air-base. However, until March 1960, none of these aircraft had been sent for repairs or maintenance to the URA plant.

8. The plant's special equipment workshop has the following sections:

a. Electrical systems section - employs about 25 workers in one shift and contains equipment for testing starters and electric motors;

b. Rotor repair shop - attached to the workshop's parts store;

c. Radio section - employs five men and is equipped with a sound-proof chamber for testing radio equipment;

d. Aircraft instruments section - employs approximately 20 workers in one shift and contains equipment for testing compasses, gyroscopes, fuel gauges, temperature gauges, etc.

9. The plant's primary departments are located in the main hangar:

a. Production section - employs approximately 35 workers in two shifts and carries out the first steps in the assembly process. It contains the following machine tools: 20 lathes, four vertical and four horizontal milling machines; two large drill presses, two small drill presses, six grinding machines, four power screw-drivers, and about ten other machines of various types.

b. Design section - employs about 20 men, half of them engineers, in one shift.

c. Adapter section - adapts and fits the various parts and is equipped with two die-casting presses, three drill presses and a bending machine for sheet metal.

d. Welding section - equipped with five machines (two gas welding, one electric welding, one spot-welding, one hydrogen welding).

e. Fuselage construction section - works in one shift and contains a number of sheet-metal bending and cutting tools and vats for cleaning aircraft fuel tanks.

f. Mechanical equipment section - works in one shift and includes the following tools: eight lathes, two vertical polishing machines, two table-type polishing machines, a revolving polishing machine, three horizontal milling machines, two grinding machines and two grindstones for cutting metal.

g. Thermal processing section - contains five electric furnaces.

h. Hydraulics section - works in one shift and is equipped with two hydraulic pumps and various installations for testing hydraulic aircraft equipment.

i. Repairs and maintenance section - contains three lathes, one drill press, one planing machine and one milling machine.

j. Fire-fighting section - three shifts of six men each specifically serving the main workshop; connected by a direct telephone line to the municipal fire station and equipped with one pumping vehicle and one tanker.

10. Two high-tension cables bring electric current (6,000 v.) into the plant. The plant's three transformer stations step the current down to industrial voltages of 220 and 380 v. and are inter-connected by a 6,000 v. underground circuit which permits directing the incoming current to any of the stations as required. In an emergency, the plant can derive its current from its own generators in transformer station No. 3.

11. In 1958, the plant began production of gear-boxes for tanks; this work was still going on in 1959. The unfinished casings were brought from a Rumanian foundry (details lacking).

12. The plant's landing strip is served by radar located in the control tower. It is the only such device at the plant and, since 1959, has been used to guide civilian aircraft that use the strip and park at its southern end. Since that time, civilians have been permitted entry to the southern end of the strip in order to wait for passengers or to board TAROM aircraft. Also since 1959, a military radio vehicle has been permanently parked at the northern end of the strip to control military flights. The vehicle is equipped with a number of antennas and is called "Zebra."

13. No air-raid shelters are reported in the plant area. The air-raid siren is mounted atop the main water tower in the center of the compound.

14. The plant is protected by its own guard unit whose members wear no uniform and are probably under the supervision of the Securitate. They also inspect entry permits at the northern gates by which the workers generally enter the plant. The permits are of various types, the limits for which they are valid being denoted by various colors. On holidays, the guard unit is reinforced by the Workers' Guards which are composed of trustworthy Party members and are headed by a Party functionary who is not a member of the plant staff (further details lacking).

15. Some of the personalities at the URA aircraft plant in Bacau are as follows:

a. Lt. Col. Andreescu (fnu) has been the plant director since the fall of 1959. Formerly he was at Air Force headquarters in Bucharest

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b. Capt. Emil Andreiescu has been the director of the jet engine and running-in departments since 1954.

c. Mayor Anghelache (fnu) was posted to the plant as chairman of the Air Force Headquarters Acceptance Committee. 50X1-HUM

d. Aurel Banu has been the director of the special equipment department since 1954. 50X1-HUM

e. Ciubotaru (fnu) has been the director of the plant's cadre department since 1956. He was formerly secretary of the Party cell at the plant. 50X1-HUM

f. Capt. Aurel Fratila is a member of the Air Force Headquarters Acceptance Committee at the plant and in charge of the air force ground crews there. 50X1-HUM 50X1-HUM

g. Gogu (fnu) has been the assistant chief mechanic of the plant since 1956, and responsible for maintenance. 50X1-HUM

h. Lt. Col. Stefan Ispas was the chief engineer of the plant from mid-1956 until the fall of 1959, when he was transferred to Air Force Headquarters in Bucharest, given his present rank and appointed chief engineer of the Air Force. A mechanical engineer, he studied in the USSR. 50X1-HUM

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i. Major Aurel Matei was the plant's director from mid-1956 to the fall of 1959. He previously headed the aircraft engine workshop of the plant and now is in the Air Force Headquarters in Bucharest as technical supervisor of all the airfields in Rumania. He is an engineer (engine design and construction) and studied only in Rumania.

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j. Capt. Muntenau (fnu) is charged with the safe-keeping of classified material at the plant. He is a Securitate officer.

k. Major Popa (fnu), is the military director of the plant's design department. He is an engineer.

l. Gheorghe Popa has been the chief accountant of the plant since the summer of 1956. He was formerly a member of the plant's accounting department.

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m. Pricol (fnu), is the secretary of the plant's Party cell. He was formerly the secretary of the city Party committee of Bacau.

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n. Major Roventa (fnu), has been the chief engineer at the plant since the autumn of 1959. He formerly headed the plant's production branch. A mechanical engineer

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o. Engineer Leon has been the director of the plant's chemical laboratory since 1954.

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p. Capt. Aurel Stoian is an engineer and a member of the Design Department staff.

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q. Engineer Talic (fnu), is the civilian director of the plant's design department.

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r. Engineer Vasilache (fnu), has been the director of the fuselage construction section since 1958.

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16.

19. The legend to sketch-layout of the URA Aircraft Plant in Bacau is as follows:

1. Charging station for aircraft batteries.
2. Administrative offices of air force unit of the plant.
3. Class-room equipped with desks, blackboards, etc. (briefing room ?).
4. Class-room equipped with desks, blackboards, etc. (briefing room?).
5. Air force personnel's quarters; formerly the offices of the unit's HQ.
6. Control tower.
7. Area containing 18 underground, metal fuel-storage tanks.
8. Underground stores of inflammable materials (solvents, thinners, alcohol, etc.).
9. Building-lumber stores.
10. Running-in department for jet engines.
11. Underground stores (two metal tanks) for fuel used in running-in of engines.
12. Old running-in department for jet engines:
    a. running-in bay (not in use);
    b. empty vestibule;
    c. fuel pumps bay;
    d. running-in bay (in use);
    e. control room for the running-in bay that is in use;
    f. control room for the running-in bay that is not in use.
    g. empty vestibule.
13. Underground store of diesel oil for the foundry.
14. Foundry:

a. dressing-room, showers, (WC's) rest rooms

b. chamber for preparing castings;

c. transformer station;

d. office of the foundry;

e. dressing-room, showers, WCs;

f. chamber for preparing castings;

g. painting shop;

h. stores;

i. stores;

j. thermal processing chamber;

k. foundry.

15. Transformer station No. 2:

a. compressor chamber containing five compressors, three of which are used for filling compressed-air tanks;

b. small maintenance workshop;

c. low-tension chamber;

d. 750 kva transformer;

e. 750 kva transformer;

f. high-tension chamber;

g. office and stores.

16. Small water-cooling tower for the compressor chamber.

17. Forge:

a. dressing-rooms, etc.;

b. stores;

c. vats;

d. main shop;

e. office'

f. stores;

g. dressing-rooms, etc.

18. Building-lumber stores.

19. Check-post at the gate.

20. Check-post at the entrance to the air force unit's area.

21. Air force unit's guard room.

22. Air force unit's garage:

a. parking lot;

b. repair workshop.

23. Air force unit's garage.

24. Civilians' quarters.

25. Civilians' quarters.

26. To Bucharest.

27. To Bacau.

28. To the URA Plant's workers' quarters.

29. Former guard room, at present in disuse.

30. Check-post (a room) at the main entrance to the plant.

31. Fenced-in area containing underground stores for fuel for the plant's electric generators.

32. Administration building:

a. Rest rooms;

b. investments department;

c. offices (nature unknown);

d. offices (nature unknown);

e. offices (nature unknown);

f. infirmary;

g. office of the plant Party cell;

h. cadres department offices;

i. cadres department offices;

j. administrative office (accounting ?);

k. infirmary;

l. telephone switchboard.

33. Carpentry shop.

34. Store-house No. 1:

a. jet engine stores;

b. raw metals (ferrous and non-ferrous) stores and an attic in which various measuring instruments and administrative forms are kept;

c. office;

d. empty room, used as a passage;

e. room in which items ordered from the stores are distributed.

35. Stores.

36. Engine department:

a. mechanical workshop;

b. dismantling section;

c. Engine washing;

d. distributor stabilization (Echilibratie) workshop;

e. parts repair section;

f. carburetor and fuel pump testing sections.

g. painting shop;

h. assembly section;

i. preparation for assembly department;

j. dressing-rooms;

(note: Items "K" to "S", inclusive, are on the floor above the dressing-rooms "J".)

k. offices.

l. offices;

m. restrooms;

n. translation section (from Russian);

o. translation section (from other foreign languages);

p. files for classified material;

q. ommitted on sketch;

r. files for classified material.

s. empty room.

37. Transformer station No. 3 and emergency power station:

a. 750 kva transformer chamber;

b. 480 kva transformer chamber;

c. 180 kva transformer chamber;

d. high-tension chamber;

e. two Skoda generators, 150 kw. each;

f. office;

g. workshop for electric motor windings;

h. empty room.

38. Small underground water reservoir.

39. Water pumping station.

40. High, concrete water reservoir, about 15 m. in diameter.

41. Store-house No. 2:

a.)
b.) Stores for small aircraft parts, electrical materials, bolts and nuts, rubber parts, special pains;
c.)
d.)

e. spare parts stores;

f. aircraft parts stores;

g. engine parts stores;

h. office of the air force acceptance committee;

i. offices of the sales department;

j. offices of the sales department.

42. Steam plant:

a. boiler room (four Prom boilers);

b. diesel oil stores;

c. office;

d. pumping station and installations for the collection of unexploited water;

e. steam plant's maintenance workshop.

43. Chief mechanic's workshop:

a. workshop for the repair and maintenance of the plant's equipment;

b. soldering and welding workshop;

c. soldering and welding workshop;

d. workshop for prototypes (Prototip) of mechanical equipment;

e. office and restrooms;

f. electrolysis department (chrome, zinc, copper, nickel, cadmium);

g. electricians' workshop;

h. workshop's office;

i. tools and parts stores;

j. offices;

k. offices.

44. Transformer station No. 1:

a. office;

b. auto-transformers;

c. 750 kva transformer chamber;

d. 480 kva transformer chamber;

e. 480 kva transformer chamber;

f. empty room;

g. high-tension chamber (6,000 v.);

h. 750 kva transformer chamber.

45. X-ray laboratories;

a. offices;

b. restrooms;

c. X-ray chamber;

d. battery charging station.

46. Main hangar:

a. painting shop;

b. upholstery shop;

c. mechanical workshop;

d. hydraulics section;

e. hardening section;

f. mechanical workshop;

g. fire-fighting section;

h. armaments workshop;

i. offices;

j. design office;

k. parts production department (for parts that are not imported);

l. tool stores;

m. offices;

n. workshop for the adjusting and fitting of parts (Adjustaj) prior to assembly;

o. welding workshop;

p. fuselage construction department;

(Note: Items "w" and "s" to "z" inclusive are on the floor above items "f" to "k" inclusive.)

q. dressing-rooms;

r. workshop of the air force ground crews (on ground floor);

s. archives;

t. party office;

u. TU office;

v. omitted on sketch;

w. stores of flags and other decorating materials;

x. UTM office;

y. assembly hall;

z. Armory of the Workers' Guards (Garzi Muncitoresti).

47. Approach strip.

48. Hangar for aircraft storage (above ground).

49. Special equipment workshop:

    a. workshop for electrical equipment and a small store of spare parts;

    b. office;

    c. sound-proof room for testing wireless sets;

    d. radio equipment workshop;

    e. aircraft instruments workshop;

    f. respiratory equipment workshop;

    g. vacuum-pump workshop and a small store of spare parts;

    h. dressing-rooms;

    i. chemical laboratory;

    j. restrooms;

    k. physics laboratory for testing metals;

    l. mechanical workshop;

    m. workshop for the repair of parts (equipped with its own generator);

50. Check-post at the entrance.

51. Block No. 4. containing the quarters of the plant director and other high officials.

52. Building containing:

    a. workers' dining-room;

    b. canteen;

    c. auditorium.

53. Workers' Club.

54. Temporary stores for building materials.

55. Air force personnel's quarters.

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X marks a fixed entry post used day and night.

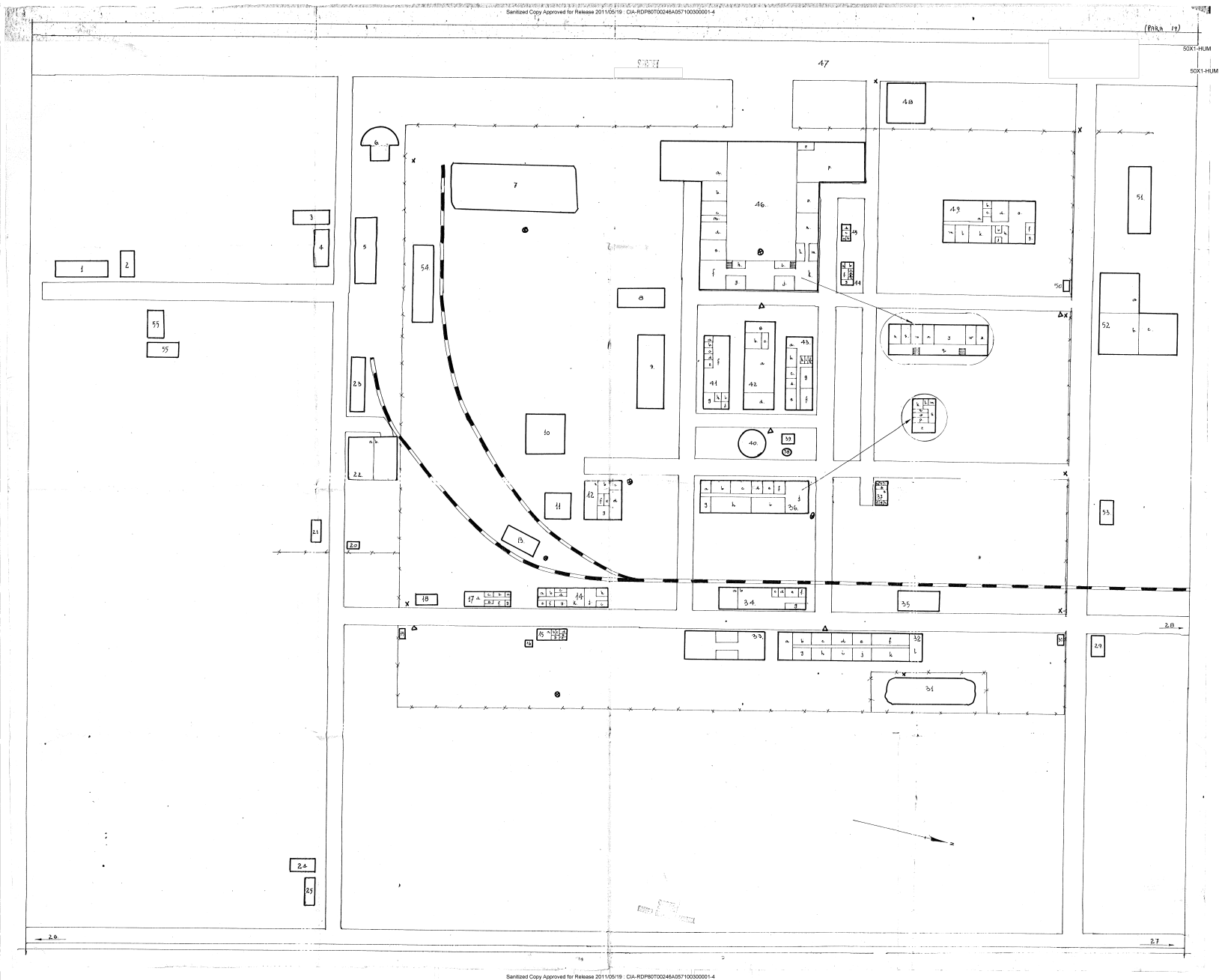
(X) marks an additional fixed sentry post used at night only.

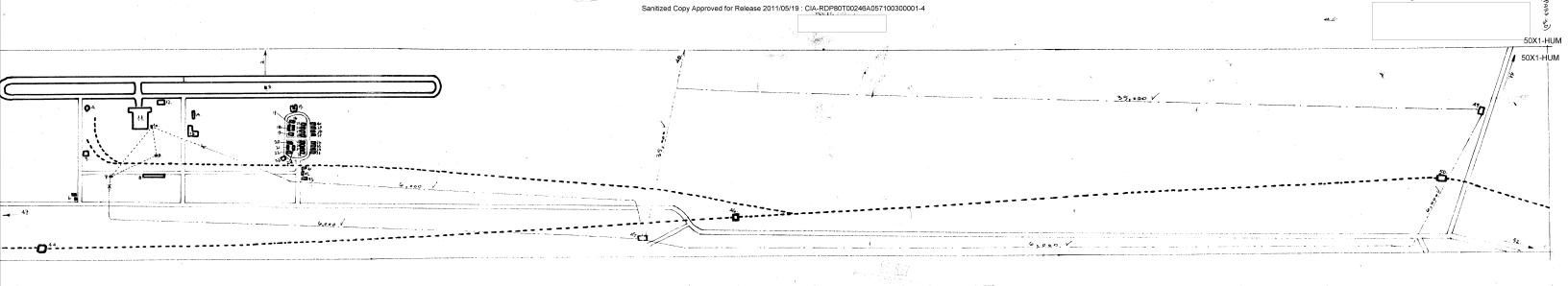
△ marks a special sentry post for holidays.

20. The legend to sketch - vicinity of the URA Aircraft Plant in Bacau is as follows:

Note: Numbers in paranthesis are those under which the respective objectives are listed in Paragraph 19.

1. Landing strip (overall length - 2,200m.).
2. Point about 1,000 m. from the power station that provides the current used in illuminating the landing strip.
3. Signals vehicle referred to as "Zebra".
4. Control tower (No. 6).
5. Air Force unit's garage.
6. Civilians' quarters.
7. Transformer station No. 2 (No. 15).
8. Plant's administrative offices (No. 32).
9. Transformer station No. 3 (No. 37).
10. Transformer station No. 1 (No. 44).
11. Plant's main workshop (No. 46).
12. Aircrafthangar (No. 48).
13. Workers' dining-room and canteen (No. 52).
14. Block No. 1 of the workers' quarters (No. 51).
15. Shopping center for the workers' quarters.
16. Block No. 18 of the workers' quarters.
17. Block No. 19 of the workers' quarters.
18. Block No. 5 of the workers' quarters.
19. Block No. 2 of the workers' quarters.





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20. Block No. 3 of the workers' quarters.
21. Block No. 4 of the workers' quarters.
22. Block No. 23 of the workers' quarters.
23. Transformer station for the workers quarters.
24. Block No. 20 of the workers' quarters.
25. Block No. 21 of the workers' quarters.
26. Block No. 11 of the workers' quarters.
27. Block No. 10 of the workers' quarters.
28. Block No. 9 of the workers' quarters.
29. Block No. 8 of the workers' quarters.
30. Block No. 7 of the workers' quarters.
31. Block No. 6 of the workers' quarters.
32. Block No. 24 of the workers' quarters.
33. Block No. 25 of the workers' quarters.
34. Block No. 12 of the workers' quarters.
35. Block No. 13 of the workers' quarters.
36. Block No. 14 of the workers' quarters.
37. Block No. 15 of the workers' quarters.
38. Block No. 16 of the workers' quarters.
39. Block No. 17 of the workers' quarters.
40. Block No. 22 of the workers' quarters.
41. Block No. 26 of the workers' quarters. 50X1-HUM
42. Block No. 27 of the workers' quarters.
43. Block No. 28 of the workers' quarters.
44. Lätea railway station.
45. Transformer station near the paper mill.

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[redacted]

46. Steaua Rosie railroad station.

47. To Bucharest.

48. 35 kv high-tension line to Onesti.

49. 35 kv/6 kv transformer station.

50. Bacau railroad station.

51. To Margineni.

52. To Piatra Neamt.